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TREATY WITH JAPAN.

United States to Begin Negotiations
 For An Agreement.

BERLIN, May 9.—The Vossische Zeitung says that it has received from an official source the announcement that the United States and Japan will begin negotiations for an agreement protecting their mutual interests in the Far East.

Editorially the paper declares America's motive, like Great Britain's and France, is fear of Japan's power. It also predicts that Japan will tear up the treaties as soon as it suits her purpose to do so.

STEAMER BALTIC AGROUND.

NEW YORK, May 9.—The White Star Line Steamship Baltic, which ran her nose into a mud bank in the Swash channel an hour after she left her pier yesterday for Liverpool, was still aground at an early hour today. The sea is smooth and there is no danger to the vessel or passengers. She will be assisted off at high tide. Included in the list are Mr. and Mrs. Andrew Carnegie, Mr. and Mrs. H. H. Rogers, the Countess of Yarmouth, sister of Harry Thaw; Baroness de Buren, Mr. and Mrs. Charles Kiddle Jr., and Dr. Henry Barton Jacobs.

Keep Your Feet Dry.

If people would keep their feet dry half the doctors would have to go out of business. Our

Dr. Reed's Cushion Shoes

are just the thing for keeping your feet dry.

They shed the water almost like a duck's back.

We Guarantee Each Pair.

Our Specialties Are
 Loggers and long hand made boots for Fishermen.

S. A. GIMRE

345 Bond St., opposite Fisher Bros.

PANTHER ATTEMPTS LIFE OF CALF

NEEDED GRUB FOR HIS LARDER
 AND TRIES TO CARRY OFF MR. MUDD'S VEAL—IS INSTANTLY KILLED—MEASURES SIX FEET.

F. H. Mudd, who lives four miles from Astoria on the Lewis & Clark river, has gone into the panther-killing business. Near the hour of noon yesterday he shot and killed a panther in his front yard that was attempting to make mince meat of a small calf which was tied out in the yard.

Mr. Mudd's home is on the county road and in a thickly settled community. Things must have been pretty scarce in the commissary department of the panther tribe to make them bold enough to enter into such surroundings at midday and attempt to abduct a week's supply of raw veal.

Mr. Mudd was working near his house when the incident took place. He heard the calf bleating and hastened to learn the cause of the vocal outburst. When he arrived upon the scene of activities he found the panther with a strangle hold on the calf's nose. He immediately called for a gun and Mrs. Mudd soon appeared, armed with a shotgun and a rifle. With the latter weapon Mr. Mudd shot the panther twice, instantly killing it. The animal measured six feet from tip to tip.

A neighbor passing near the Mudd home yesterday morning saw two panthers in the road. At sight of him they made off into the brush. Mr. Mudd's trophy was probably one of them. It is now up to someone to bag the other one.

VEINNA CHOIR.

German Residents of New York Turn Out to Hear Countrymen Sing.

NEW YORK, May 9.—Fifty thousand persons crowded into the park at Coney Island last night to hear the Vienna choir, who are visiting this country for 13 days' sing. The affair has been arranged to give the German Singing Societies of Greater New York an opportunity to see and hear the foreign visitors and the members of the societies turned out in force.

O. & S. RAILROAD

Huntington and Hammond Believed to be Interested.

HAWGOOD MEANS BUSINESS

Reid's Connection With Enterprise Brought About By Ownership Of Old Grade—Is Backed by Huntington

The Portland Journal in Wednesday's issue, gave a somewhat extended and comprehensive review of the Portland, Oregon & Seacoast Railroad Company's movements up to date, and the account was to say the least very convincing. It would see that Mr. Reid's connection with the enterprise is brought about by his ownership of the old grade up the Nehalem Valley. This will be utilized by the new company of which Mr. H. Hawgood, of Los Angeles, is the president. It seems a plain business proposition that any new railroad company would be anxious to use this grade which has already been constructed.

The Journal's story is very concise and accurate and serves best to inform local people of the actual conditions. From this account it seems more than ever conclusive that Mr. Hawgood's company means business and that the road up the Nehalem Valley will be constructed almost immediately provided there are no obstacles thrown in the way. The Journal article in full follows:

Huntington interests are reported to be back of the Oregon & Seacoast Railway Company, for which a determined and successful fight was made at the last session of the Oregon legislature to secure permanent common user rights over the proposed bridge that is to be built by the Harriman companies across the William River at Oswego.

A number of flying rumors, some of them known to come from absolutely good authority, are in the air, forming a basis for belief that the Huntington and Hammond interests, who recently sold the Astoria & Columbia River Railroad to the Northern Pacific at a good profit, are reinvesting their money in a big plant to open the coast territory with more railroad transportation facilities than have heretofore been planned.

The past connections of the Huntington people here, and their fortunate speculations in Oregon roads have induced them to continue in the railroad business in this territory. H. Hawgood, who is the president of the Oregon & Seacoast Railway Company, has for years been a close confidant and consulting engineer for E. H. Huntington, and is at present chief engineer of the San Pedro, Los Angeles & Salt Lake road, is taking an active part in the project and was in Portland, a few weeks ago looking over the field.

A. B. Hammond, who is associated with Mr. Huntington, has been acquiring large holdings of waterfront and tidelands between Astoria and Point Adams within the last 60 days. The project has now reached a point where the promoters are forced into the open with a portion of their plan and they have made their first formal proposal to the Astoria Chamber of Commerce.

The Oregon & Seacoast Railway Company has men in the field with right-of-way propositions to land owners along their proposed route guaranteeing to build the first 18 miles of the line between Portland and Astoria within seven months from date of signature of the agreement delivering the title to the 60-foot strip necessary for right-of-way. At first glance it would seem that this contract would be impossible of fulfillment by the railway company. But it is discovered on investigation that the 18 miles is already graded and ready for the iron.

This grade is owned by William Reid, who in 1892 undertook to build the coast line of the Astoria & Columbia River road and "went broke" in the panic of the following year. In the settlement of his affairs he retained ownership of the 18 miles of grade from Clatsop City, on the Seaside extension of the Astoria & Columbia River road, to a point inland 18 miles,

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Forced to Leave my Present Quarters, I Will Sell
 all Clothing, Rubber Boots, Men's Furhish-
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At Lowest Bottom Prices!

25 Per Cent Off on Men's and Boys' Suits

\$4 Underwear for \$3.40	\$5 Sweater for \$3.50
\$3 Underwear \$2.25	\$4 " \$3
\$2.50 Underwear \$2.00	\$3 " \$2.40
\$1 Underwear .80	Apron Overalls, 65c
25c Cashmere Sox	20c, three pair for 50c
50c Working Shirts	for 40 cents.

This is Your Chance
 To Buy Goods Cheap

The Workingman's Store

Is going to move, June 1st, to first door west of Ross,
 Higgins & Co., on Bond street.

Chas. Larson, Prop.

557 Commercial St.

at the summit of the range, and including a partly driven tunnel at the pass between Saddle and Hump mountains.

This grade is still the property of Mr. Reid, who is the secretary of the Oregon & Seacoast Railway corporation headed by Hawgood and backed by Huntington. The tunnel remains the property of the estate of the contractor who undertook its construction and who has since died.

J. S. Talbot a well-known engineer and contractor, has been retained by the Oregon & Seacoast company as superintendent of construction, and work is to be commenced at once. J. T. Whalley, a Portland attorney, is acting in a legal advisory capacity. They have made a proposal to the Astoria chamber of commerce regarding terminals at that city, and are securing rights of way through the territory from Hump mountain and the Nehalem toward Portland. The route is practically decided upon to the Willamette river at Oswego.

It is said the road will be an independent line and open to exchange of traffic with both the Hill and Harriman lines at Portland and in the Nehalem territory. It will be essentially a short line of low gradients between Portland and the sea, and passes through Saddle mountain tunnel at an elevation of only 1,100 feet. Once at the Willamette river, the road will be able to cross at a fair toll over the Harriman bridge there, and come into Portland terminals already made, as it will be able to favor equally the Hill and Harriman lines as a feeder.

It is reported from Los Angeles that W. F. Herrin has spent several days there in close company with E. H. Huntington in an effort to effect an alliance. The story goes further and says the Harriman attorney proposed a consolidation of the entire Huntington railroad interests in southern California with the Southern Pacific, but

that the proposition was declined by Mr. Huntington. It is known in Portland that the Harriman interests have withdrawn their opposition to construction of the Oregon & Seacoast Railway. They made their last stand against it in the legislative fight against the common user clause of the Oswego bridge charter.

WRECK VICTIM INSANE.

Girl Injured in Railroad Wreck Adjudged Insane.

CHICAGO, May 9.—Lillian M. Miller, one of the injured in the wreck of the Pennsylvania railroad 18-hour flyer, in which Mayor Fred A. Ruess also was injured on the night of February 22, was adjudged insane by Judge Pond in the County Court yesterday. Miss Miller's insanity is said to have been a result of the shock she received in the wreck.

Miss Miller, who is 22 years old, had been visiting friends in the east and was on her way to Chicago when the wreck occurred.

The county officials know little of her family, except that her mother lives somewhere in Kentucky.

CANAL EXCAVATION.

Nearly a Million Cubic Yards Taken Out in Panama During April.

WASHINGTON, May 9.—Nearest yet to the goal of 1,000,000 cubic yards of excavation per month in the digging of the Panama canal was the accomplishment under Colonel Goethals, management in April, according to a cable report from the engineer in charge, received at the office of the Isthmian Canal Commission yesterday. It states that during April the excavation in Culebra cut amounted to 879,527 cubic yards and at the Gatun lock site to 108,000 cubic yards.

SHIP LUMBER SOUTH.

ALBANY, Or., May 9.—After June 1 lumber destined for San Francisco and California points from the Curtiss Lumber Company's big mill at Mill City will be shipped direct to Yaquina Bay over the Corvallis & Eastern road, and transported from there to California by means of vessels. The information was given out yesterday that the Curtiss Company had chartered the steamer Loggett to carry lumber from Yaquina to the Bay City. The Loggett is said to have a capacity of 1,500,000 feet. It is stated unofficially that the company will in the future confine all its southern shipments to the water route. The Curtiss Lumber Company has recently greatly increased the capacity of its Mill City plant and now is able to turn out 125,000 feet of lumber per day.

SUSPECTS CAPTURED.

Sheriff and posse Go After Believed Northern Pacific Bandits.

MISSOULA, May 9.—Two men believed to be the Northern Pacific train robbers have been arrested at Arlee, 27 miles west of Missoula. The sheriff and posse left here tonight on a light engine for Arlee.

POITOU WRECK.

MARSEILLES, May 9.—The latest reports received here concerning the loss of the French steamer Poitou which was wrecked off the coast of Uruguay are to the effect that 40 passengers and eight members of the crew lost their lives.

YESTERDAY'S BASEBALL SCORES.

Coast League.

At San Francisco—Portland 4, Oakland 5.

Northwest League.

At Seattle—Seattle 4, Vancouver 3.

At Tacoma—Tacoma 5, Butte 2.

Matinee Saturday
 2:30 P. M.

Prices 10c and 25c

Astoria Theatre

Howard-Dorset Company.

"MAN FROM MEXICO"
 Friday, Saturday, and Sunday

Matinee Saturday